

## INFORMATION REPORT

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COUNTRY	China	REPORT NO.		25X1
SUBJECT	Port Information, Dairen	DATE DISTR.	4 November 1953	
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

- 25X1 1. A freighter left Haiphong on 20 May 1953 for Dairen, passing Taiwan out of sight on its port side to avoid contact with Nationalist Chinese forces. On approaching the Liaotung Peninsula the area bounded by N 38-54, E 121-46; N 38-30, E 121-40; N 38-30, E 120-50; N 38-54, E 120-50 had to be avoided. This area was not marked by buoys, and it was not possible to learn from the Chinese in Dairen whether it was a naval training area or if it was mined.
2. No Nationalist Chinese naval forces were sighted between Haiphong and Dairen. Just beyond the northern tip of Taiwan two twin-engined planes with Nationalist Chinese markings circled the ship at an altitude of about 600 feet. No Chinese Communist vessels were sighted other than a few fishing cutters, two with radio antennae, outside the Gulf of Dairen.
3. Radiogonimetric stations which were used during foggy weather included;
- |            |                          |
|------------|--------------------------|
| Rokabisano | call signal DY on 380 kc |
| Kakan Si   | call signal SM on 320 kc |
| Isle En    | call signal KL on 320 kc |
- The Dairen radio station used the call signal UMG 4, rather than XSU as shown in radio instructions.
4. Two miles from the Gulf of Dairen a Chinese pilot boarded the ship and directed it to a quarantine berth about 1.5 miles east of the entrance to Dairen harbor. The ship anchored in 50 feet of water over an "bozy" bottom. A group of twelve persons made up of two policemen armed with submachine guns, four customs officers, two medical men, two passport checkers, and harbor master and ship's broker, boarded the ship. The harbor master checked the log book, the engine room journal, and the ship's articles. The customs officials released sufficient provisions and tobacco for five days use and sealed all other supplies. Weapons, binoculars, cameras, pyrotechnics, pistols, as well as the radio room, the direction finder, and the radar equipment, together with their accessories, were sealed. The ship's

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25X1

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- 2 -

captain was requested to sign a list of foreign money aboard ship. The officials pointed out that it was forbidden to export Chinese dollars. The ship's broker in the boarding party acted as English interpreter during the checking operations, the others evidently knowing no English. At about 5 p.m. on 22 May 1953 the ship was berthed in Dairen harbor.

5. During the time the ship was berthed it was constantly guarded by two Chinese sentries with submachine guns. Other sentries, usually in pairs, were posted along the wharves. Although they wore the same uniforms, one soldier in each pair was Chinese and one was Russian. Many fair-haired and blue-eyed soldiers were seen both in the harbor area and in the town, and well-dressed Russian civilians were frequently seen near the sheds on the wharves. Shore leave was granted to members of the crew, including African negroes, between 9 a.m. and 5 p.m., in groups of five. There were no restrictions on movement within the town, but it was forbidden to go beyond the town limits. There were a few pubs and beer houses in the town where saki, small cakes, and beer, at high prices, was served. Numerous unarmed soldiers were seen on the streets, but there were very few young civilian men and no young women.
6. The former Japanese oil piers in the harbor are rarely used, because oil is supplied only to Polish or other ships which have been refused refueling in Pulo Bakan, Singapore, or Hong Kong.
7. The wharves consist of four numbered concrete piers about 630 feet long and 90 feet wide. All piers have double railroad tracks, and three have warehouses. Crane tracks are visible, but there are no cranes. Loading and unloading must be done using the ships' own cranes. A floating crane for handling heavy goods is berthed in the Russian sector of the harbor.
8. Other ships in the harbor included one British and one Polish freighter. A steam coaster of about 500 tons was lying near a small repair yard with one slipway.
9. An unfinished harbor, begun by the Japanese about two and one half miles north of Dairen harbor, appeared as though its construction had not been continued after 1945. Some well-kept European villas were near this harbor.

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